ORGANIZATIONS HERE MAY BE COLONIALIZED

Rumors That Regiments Will Go Back to Status of Foreign and Mainland Tours of Duty

Wars and rumors of wars are not the sole contents of the army news budget these days. By "underground wireless"—which is not subject to censorship—comes the word that not only will the tour for army officers in Hawaii be reduced from four to three years, to conform with a reduction from three to two in the Philippines, but that the regiments here will be decolonialized before very long. This will be good news indeed for the enlisted men, especially the non-coms, who must now stick to their own organizations, or forfeit their warrants. The report comes from Washington, and is given credence by those who have kept an ear to the ground of late.

Theoretically the colonializing of certain organizations so that they become fixtures of certain over-seas garrisons is an excellent move. It allows regiments to become thoroughly acquainted with the terrain which they may be called on to fight over, instead of having several years of specialization and study nullified on transfer back to continental United States. Practically, however, the scheme doesn't work at all, on account of the enlisted men. Commissioned officers, at the expiration of their four or three years' tour, whichever it may be, are transferred to some mainland organization, and get a change of climate. Non-commissioned officers, especially in the colored regiments, are sadly up against it, for in order to change regiments they forfeit their rank, and have to re-enlist as privates in some other organization. Both colored infantry regiments are on foreign service permanently, the 25th in Hawaii and the 24th in the Philippines. There is then no chance of home service for the men, and there are many non-coms and privates of colored infantry who have too much service to their credit, and too much love for soldiering, to think of quitting the army for civil life.

If, then, the organizations in Hawaii are to be put back on their original status of a three or four year tour of duty, and then transfer back to the United States proper, the move will prove most popular with the men. If the privilege of wearing civilian clothes on pass is added to this, a tour in Hawaii will be sought after, instead of shunned.

ORDERS OF THE HAWAIIAN DEPT.

Special Orders No. 196.

2. Under exceptional circumstances, leave of absence for one month and 23 days, with permission to leave the department, to take effect upon arrival at San Francisco, California, of the November transport is granted Captain William R. Davis, Medical Corps.

Attention is invited to General Orders No. 186, War Department, 1907, and General Orders No. 42, series 1913, these headquarters. (9463.)

Special Orders No. 197.

1. Private Ernest Sperry, Company E, 1st Infantry, Schofield Barracks, T. H., is transferred to 105th Company, Coast Artillery Corps. He will proceed to Fort Roger, T. H., reporting upon arrival to the commanding officer of the organization to which transferred, for duty.

The expense of this transfer will be borne by the soldier. (9469.)

Navy department officials are consulting themselves over the settlement of the question of tobacco in the navy, which had been up for consideration for some time. According to Secretary Daniels, all apparently desirable brands will be admitted for sale in the ship store afloat and the commissary store at yards on an equal footing of free and fair competition with one another.

DEVELOPMENT OF THE TORPEDO

The Use of Mines in Naval Warfare: Filling an Electro-Contact Mine With Gun-Cotton, in the Navy.

In his statement to the house of commons on August 7, Mr. Churchill said, regarding the blowing up of the "Amphion" by a German mine: "The indiscriminate use of mines, not in connection with military harbors or strategic positions—the indiscriminate scattering of contact mines about the seas, which may destroy not merely enemy vessels or warships, but peaceful merchantmen passing under neutral flags, and possibly carrying supplies to neutral countries—this use of mines is new in warfare, and it deserves to be considered attentively . . . by nations of the civilized world." With regard to the type of mine shown in the above photograph we may add that the smaller mines, such as that being filled, hold 76 lbs. of gun-cotton, while the larger ones (seen in a row behind) hold 500 lbs. Within each mine is an electric battery with wires which fire a charge when the mine is so tilted up as to cause the mercury contact with the ends of the wires which are all but dipping into it. It is said that the "Amphoin" struck a cable connecting two mines, and thus drew both together against her.—(Photograph by Cozens.)

(By "A Naval Expert" in the Illustrated London News.)

THE torpedo is the unknown factor in modern naval warfare. It may be said to be of three kinds, represented by (1) the automobile torpedo, which can be discharged by all classes of vessels, from battleships to submarines; (2) the stationary floating-mine, the effect of which has already been illustrated in this war by the destruction of the Amphion and an Austrian liner and torpedoboat; and (3) the aerial bomb, which can be thrown from aloft or propelled from the ground by a special tube apparatus. Each of these three classes may be again subdivided. All three have been tried in the present war, the two former in the naval sphere of action and the last named on shore. The aerial bomb, however, can be used against ships, and possibly may be; but as to this, time will show.

The contact-mine is the oldest form of torpedo. The Dutch employed "explosion vessels," as they called them, which burst when they touched an enemy's ship, as long ago as the siege of Antwerp in 1585. There are two main types of mines, of which the first may be said to have a defensive character. It is controlled from the shore by electrical means, and is, therefore, chiefly suited to the defence of harbors and coasts. Practically all maritime powers make use of this form of defence for their ports, including neutrals. It has been stated that the Scandinavian powers, for example, have mined their naval and commercial ports and adjacent channels to keep out belligerents.

In another class are the mines which, although they, too, only act as a passive obstruction to ships, have more of an offensive quality. These are the mines which can be dropped overboard and left to explode automatically on contact. The object of a sea commander to force his opponent over an area which has previously been skilfully mined is one which may result in the opponent's fleet being considerably weakened. In the past, however, mines have proved almost as dangerous to those using them as to their enemies. At least two Russian vessels were sunk by their own mines during the war in the Far East. Drifting mines are not permitted by international law, but it often happens that dropped mines become unanchored and are thus carried out of their original position. After being launched, a simple device allows the anchor to drag the mine to a pre-arranged depth beneath the surface. Another device regulates the period of flotation, so that if a mine does not achieve its object in a given time it is automatically flooded and sinks, or rises to the surface. This should prevent it being dangerous to neutrals.

The development of mines has brought special classes of vessels into existence for dealing with them. Most navies have their own mine-layers, in which the ships' sterns are usually cut away to facilitate dropping the machines into the sea. In the British Navy the ex-cruisers of the Apollo type fulfill this function. But almost any kind of ship can be fitted for sowing mines—even liners, as was shown by the exploit of the Konigin Luise, one of the Hamburg-Amerika steamships. Submarines have also been built which are equipped for running a line of mines. The Russians have such a vessel in the Krab, which is stationed in the Black Sea. Then there are mine-sweepers, which work by means of a trawl or net passed underneath the mines. Originally mines were both laid and swept by the small oared or steam-driven boats carried by warships, but these were not suitable for ocean-going work. About five years ago, the British navy purchased a group of North Sea trawlers and began the creation of a branch of the Royal Naval Reserve, composed of fisherman, whose duty it is to precede the battle fleet to sea and clear its path of any hostile mines. The master of each trawler has the rank of "skipper, R. N. R.," and according to the last issue of the "Navy List," there were 111 of these officers. Probably the number has been extended since the war began.

Aerial bombs are the newest forms of torpedo, and have attracted more attention from naval men since the successful development of air-craft. Their value is, however, very uncertain and problematical, and it does not seem likely that they will play a very large part in the present campaigns. Some extravagant claims have been made for a certain type of gunboat supposed to be fitted with one huge gun for hurling aerial bombs through the air.

Coming now to the automobile torpedo itself, it must be pointed out that it has a long history behind, although as a practical weapon of offence it is only about fifty years old. As we know it today the torpedo was invented by Captain Luppis, an Austrian naval officer. He offered it to his government, but it was then thought too crude and unworkable. Mr. Robert Whitehead, however, the able manager of an engine factory at Fiume, lent his mechanical genius to the invention, and so quickly was it developed that in 1869 it was reported on satisfactoritly by British naval officers. At this date the charge amounted to only 67 lb. of gun-cotton, and the range was 1000 yards. Now the torpedo carries a charge of 330 lb. or more, and can maintain a speed of 27 knots for 8000 yards, while an effective range of 9800 yards, or nearly six miles, has been spoken of by an eminent naval architect.

The nature of a torpedo is probably well known to most people, but they may be reminded that it is cigar-shaped, with a length of perhaps 28 feet, and is divided into six principal parts. There is (1) the war head, containing the explosive charge, which is ignited by means of a detonator on striking the object aimed at. To avoid premature detonation, such as might be caused by striking floating wreckage, there is an ingenious fan which has to unscrew itself as the torpedo goes along before ignition takes place. Behind the war head is (2) the air-chamber, containing the motive-power of compressed air, and also, in the later models, the superheating device which increases speed and efficiency. Then there are (3) the balance chamber for adjusting the depth at which the weapon runs; (4) the engine room with the propelling machinery; (5) the buoyancy chamber, with the tubes through which pass the propeller-shafting and the diving rod for working the horizontal rudders; and (6) the tail and propellers. This brief outline of its interior, and the fact that it costs over £500, gives some idea of the skill and energy which go to the making of a single torpedo.

The craft which specially use the torpedo are destroyers, for protecting the battle fleet and beating off torpedo attack by the enemy; and submarines.

But every fighting ship is now fitted to discharge torpedoes, some of the armored vessels having no fewer than eight tubes for the purpose. As with the large guns, so with the smaller weapons for defence against torpedo craft. These craft have grown in size and power, necessitating an advance in the guns for dealing with them. The dreadnought, like earlier ships, carried 12-pounder guns for this purpose—two dozen of them—placed as far apart as possible, some on top of the larger gun-turrets, others on the superstructure, and others, again, in the stern. At that time the destroyers of most of the other powers only carried small guns up to 12-pounders, the German boats having only 4-pounders. Now foreign destroyers mount guns up to 4-inch caliber. To meet this menace not only has the torpedo defence battery developed from one composed of 12-pounders to one of 4-inch guns, and finally of 6-inch guns, but the plan of scattering them about the ship has been abandoned, and they are arranged instead in a kind of citadel behind armor. The Iron Duke, Sir John Jellicoe's flag-ship, was the first British vessel to have 6-inch guns for repelling hostile torpedo attack. Night defence in the navy has for some time been an important item in its war training, and with the aid of the improved searchlights now in use throughout the fleet it is probably true that the battleships and cruisers are now as well prepared for torpedo attack at night as in the daylight.

Schofield Notes

[Special Star-Bulletin Correspondence]

SCHOFIELD BARRACKS, Oct. 17.—In connection with the field exercises of the mobile troops of the island of Oahu, Captain R. L. Holbrook, 4th Cavalry, has been detailed in charge of the field bakery to be established at this post.

Private Harris Walker, Company D, 1st Infantry, has been transferred to Battery A, 1st F. A.

The horses recently purchased on the island of Hawaii have been attracting a great deal of attention. Both the saddle and the draft horses are without doubt the best that have been received at Schofield during the past year. Most of these horses were purchased from the Parker Ranch.

The three graduates of the class of 1914, U. S. M. A., who recently joined the 2yth Infantry, have been assigned to companies as follows: Second Lieut. Carl Spatz to Company D, Second Lieut. Howard P. Milligan to Company L, Second Lieut. Sheldon H. Wheeler to Company H.

The following named men have been transferred by war department orders to infantry unassigned in the Philippine islands and will proceed to the Philippines on the next west bound transport: Private Orion E. Collier, Company I, 1st Infantry; Private William S. Trego, Company H, 1st Infantry; Private Ben H. Singleton, Company C, 1st Infantry. Private Isaac A. Deyo, Company M, 25th Infantry, has been transferred to the 24th Infantry.

The following appointments and promotions of non-commissioner officers have been announced: Company B, 1st Infantry, Corp. J. M. Shearer to be sergeant, vice Hoehlein, discharged; Corp. C. F. Bauer, to be sergeant, vice Eastman, discharged; Lance Corp. Samuel Stewart, to be corporal, vice Shearer, promoted; Lance Corp. J. R. Perl, to be corporal, vice Bauer, promoted. Company E, 1st Infantry—Corp. Clarence F. Bell, to be sergeant, vice Hunzinger, discharged; Corp. Ivan L. Smith, to be sergeant, vice Whalen, discharged; Prv. James F. Campbell, to be corporal, vice Wilson, discharged; Prv. Cyrus M. Flick, to be corporal, vice Bell, promoted; Prv. Thomas E. Norman, to be corporal, vice Smith, promoted. Company G, 1st Infantry—Corp. Frank Wells, to be sergeant, vice Sluga, discharged; L. Corp. Roy S. Preston, to be corporal, vice Wells, promoted. Company H, 1st Infantry—Corp. Lester L. Kinnear, to be Sergeant, vice Osborne, discharged; Corp. Alexander Siegel, to be sergeant, vice Sherick, discharged; L. Corp. Howard D. Miller, to be corporal, vice Kinnear, promoted; L. Corp Charles Wandray, to be corporal, vice Siegel, promoted. Company K, 1st Infantry—Corp. Justin L. Bevis, to be made sergeant, vice Beck, discharged; L. Corp. George A. Davis, to be Corporal, vice Davis, promoted; L. Corp. William Donnelly to be corporal, vice Lunde, discharged. Company L, 1st Infantry—Prv. Henry J. Thosen, to be corporal, vice Stark, discharged. Company M, 1st Infantry—Priv. Marvin Wyatt, to be corporal, vice Moran, discharged; Prv. William H. Civan, Jr., to be corporal, vice Jenkins, discharged; Prv. John E. Crawford, to be corporal, vice McCarthy, discharged. Company C, 25th Infantry—Lance Corp. Clyde Aulston, to be corporal, vice Finch, reduced. Battery B, 1st F. A.—Corp. Frank Norris, to be sergeant, vice Burkhart, discharged; Corp. Edward C. Stoll, to be sergeant, vice Schroeder, discharged; Lance Corp. W. W. Price, to be corporal, vice Norris, promoted; Lance Corp. James H. Massee, to be corporal, vice Stoll, promoted; Lance Corp. Owen E. Gibson, to be corporal, vice Brown, reduced.

THE LIGHTER SIDE OF ARMY LIFE

BEGINNERS in every business form the but for many jokes of comrades, but the army recruit is especially noted for the east with which he is made the target for pleasantries and the effectiveness with which he responds to the efforts of the jokers of his company. Before the present day of the balanced ration with its jams, prunes, butter, etc., few rookies escaped the time-honored play whereby he was sent to ask the grim 1st sergeant for a supply of butter checks. That joke was always a huge success. But sometimes the luck of the humor breaks favorably for the late arrival. It is true that the new man is most often unconscious of the situation produced by himself and that heightens the effect of his innocent contribution to the general gaiety. One such yarn, whereby Johnny-come-lately is made to appear as a real humorist, is that told of the olden days when posts were small and nearly all duty—the dull routine of guard, close order and general fatigue. This newcomer in the army had arrived at a point in his career at which he was thought qualified to "go for duty" and had, in consequence, been detailed for guard. With guard mounting at 10 o'clock, the third relief in which this youngster found himself caught, the hours of walking post was from 2 to 4 and 8 to 10. The daytime tour of the relief brought no unusual experience to the rookie; nor when night came, and the sentry duty between the hours of 8 and 10 fell to his relief in order, did aught occur beyond the ordinary. Coming off post at 10 o'clock at night the old soldier promptly takes to the bunk provided in the guardhouse and gets in a goodly snatch of slumber in anticipation of the next turn on post, which he knows comes at the unseasonable hour of 2 in the morning. Our new man did not realize the need for sleep. Things were strange in a measure. The novelty of his new duties made him wakeful and besides the sergeant of the guard was an entertaining person in his stories or reminiscences. And so Mr. Rookie just sat about the guardroom fire with eyes and ears open and slumbered not at all. When midnight approached the sergeant yawned frequently and remarked upon the fact that Captain Blank was fortunately the officer of the day and that by that good fortune the after midnight inspection of the guard was certain to take place within a few minutes after 12 and then "we can all turn in;" for, as before stated, this tour of guard was in the days of the old routine. When the guardhouse clock showed midnight and the second relief had gone on post the sergeant made several trips to the front door to look off over the parade ground in the direction of the quarters of the officer of the day. Remarking with increasing emphasis after each of these visits that no light was to be seen in those distant quarters whereby had such light been visible it might be judged that Captain Blank was making ready for the trip of inspection, the non-com grew quite bitter in his comments as to the delay now long drawn out. Indeed, when 1 o'clock had arrived he stated emphatically that he'd be blanked if he'd ever heard of such a thing since he had been in this branch of the service. "Why," he growled, "that old fellow has never been known to be later than a quarter past 12 in his inspections. Hanged if I can understand it." But when 1:30 had passed and then 2 was near at hand the sergeant was most certainly hostile, and that to a degree. "Whoever heard of keeping a guard waiting until this hour," he grumbled, and then he indulged in various other forceful comments, some of which applied to the recreant officer and some were more declaratory as to what ought to be done in such cases. The new member of the third relief was most profoundly impressed by his superior's remarks, particularly by those portions that were specific in nature as to the general standing of officers that kept worthy sergeants out of well-earned slumber, especially when this particular sergeant had, according to his own statements, marched on guard "worse than 20 bucks behind the game and me with no sleep, looking all night for 'naturals.'" So when 2 by the clock, but no officer of the day had arrived, the recruit knew, and that in his own mind, just where this certain Captain Blank stood with his sergeant. "Fall in the third relief," now sang out the corporal of that detachment of the guard, and forthwith the third relief "fell in." By the crook of fortune's finger the rookie was "Number One" and therefore posted at the guardhouse. Wideawake and mindful of his duty he began pacing back and forth on his post still well within earshot of the guardroom, where the sergeant yet held forth. Just then, as the luck broke, off in the gloom appeared a man and that man was evidently approaching "Number one." "Halt! Who is there?" was the sentinel's challenge. And when in answer came the reply, "Officer of the day," the loyal rookie blurted out in all good faith, "Well, you are going to catch h——. The sergeant of the guard has been looking for you for two hours." And then the officer of the day inspected that guard.

THOSE moments just before an expected fight is the occasion when the soldier thinks most rapidly and usually his thoughts are of astonishing clearness at such a time. When a man thinks clearly he expresses himself in the same way, but mayhap in the vernacular, even in slang, if that choice be a timesaver or appear more forceful. It was at such a time during the Philippine service of the 20th Kansas that two of the privates of that regiment were overheard in conversation, and that they lived up to the idea above expressed as to brevity and accuracy may be judged from the story told by General Funston as to the occurrence. The general was, at the time, the colonel of the Jayhawkers and a part of the command was on outpost up north of Manila during the advance along the railroad in '99. As the night wore on the two men, as a part of the support, lay chatting in the low tones that their situation demanded, and Colonel Funston overheard one say, "Charley, do you ever figure on getting shot in one of these shindies?" "Sure, I do," answered Charley, "don't you?" "Yes, but I have decided that I wouldn't mind getting it in the flippers or the flapper, but I'm derned if I want it in the dome or the slats." Pretty accurate speech that, as judged by brevity and point.

DURING '98, along with many other volunteer regiments that flocked to the call of the country against the Spaniard, the 1st Florida Volunteer Infantry found itself condemned to a dreary period of sojourn in one camp, only to be followed by a move to another point with a recurrence of the dreary waiting business. Faithful service as is all duty performed by "those who but stand and wait," but the many moves and the resultant camps for that good regiment made extraordinary demands as to preparing camp sites during the long summer and longer autumn. In fact the men of the regiment, owing to the immense amount of clearing and grubbing that they were called upon to perform, gave the 1st Floridas the unique title of "The First Florida Land and Improvement Company." It was well along towards muster-out time that two of the enlisted men were overheard, while on their way to fatigue that involved the usual grubbing-out labor to place a patch of ground in condition for a camp site, and their conversation told a story in brief. Their army experience had not been extensive, but they had heard something of the many things that make up an army's education. Evidently the Articles of War had been referred to in their presence and one, seeking information, asked his companion, "Bill, do you know what the Articles of War are?" "Well, I guess I do," said Bill. "Some of 'em, anyway. The first one is a pick and the other is a grubbing hoe. I know that much about 'em, for sure."

MORE SHIPS ARE UNDER U. S. FLAG

[By Latest Mail]

WASHINGTON, D. C.—Seven foreign vessels with an aggregate of 37,716 gross tons were admitted to American registry under the recent act of Congress during the week ending September 26, according to the department of commerce. Six were English and one German vessel.

STRANGE HISTORY OF CZAR NICHOLAS' NEWLY NAMED CAPITAL OF PETROGRAD

On a little peninsula where flows the clear and beautiful river Neva, off the Gulf of Finland, stands the "city of the Czars"—St. Petersburg. In the Admiralty Square of that city stands the equestrian statue of Peter the Great, founder of the Russian capital, the name of which Czar Nicholas, in his effort to purge it from its Teutonic appellation has changed from "Sankt Petersburg," as the Muscovites call it, to Petrograd.

Wonderful as it may seem, only two centuries ago the place where now stands one of the world's magnificent cities was nothing more than a dreary, marshy waste, surrounded by forests and thickets. When the severe climate permitted a few lonely Finnish fishermen inhabited that wilderness. However, as soon as October approached with its howling winds and biting frosts they forsook their mud huts and sought shelter in the interior of Finland.

Near its mouth the Neva takes a sharp turn and divides into three or four branches. These, by subsequent redivisions, form a number of islands, large and small. For many years those islands were in the possession of the Swedes. On one island, commanding the entrance to Lake Ladoga, the Swedes maintained a strong fortress, for which the Russians struggled. Peter not only though the place valuable from a military and commercial point of view, but he also found it personally attractive. I was not until 1702, however, after the fall of Neyn-schaz, that the Swedes were driven from their fortress. Even before peace was established Peter the Great gave orders to build a city which now bears the name of Petrograd.

The story of the founding of the city has become the source of a thousand legends and epics. One popular description represents Peter as snatching a halberd from one of his solders, cutting two strips of turf and laying them crosswise, saying: "Here there shall be a city." As foundation stones were lacking, sods had to take their place. Then dropping the halberd, he seized a spade and began the first embankment. At that moment a huge eagle was seen hovering over the head of the Czar. A shot from a musket brought it down. Peter took the wounded bird, set it on his wrist and departed in his boat to inspect the neighborhood.

The construction and the maintenance of the city mark a continuous struggle and conquest of nature. The soil is a marsh so deep and spongy that a solid foundation in many places is attained only by a subterranean scaffolding of piles. The highest point of the city is not more than 15 feet above the sea level.

But the greatest enemy of the city is the terrible inundation to which it is subjected over so often. The western winds from the Gulf of Finland drive the waters down the Neva, making a funnel of it, and flood the city from end to end. A legend has it that after Peter chose the site of his new capital he saw a white ring high up on the trunk of a tree. Turning to a Finnish fisherman Peter asked the meaning of it.

"That," replied the fisherman, "is the spot to which the floods of the Neva reached last year."

"You're mad," shouted Peter. "It can't be. It is impossible." It was not long, though, before Peter was convinced of the truthfulness of the fisherman's statement. In 1712 a flood swept the newly laid city, during which Peter almost lost his life. Thousands perished in the inundation, while the whole city was almost destroyed. But Peter was undismayed by the misfortune.

Historians claim that more than 100,000 men perished during the first six months of the construction of St. Petersburg. The lack of implements, the lack of food, combined with the severity of the climate, caused the death of thousands of Swedish prisoners who were employed in the building work. Wheel-barrows were a thing unknown. Spades and shovels were not used. The soil was dug with sticks of wood and carried away in the ends of the workers' shirts or on pieces of matting.

To attract all the masons of the empire it was forbidden on pain of exile and confiscation of goods to construct stone houses anywhere but at St. Petersburg. Every proprietor owning 500 serfs was obliged to put up a stone dwelling of two stories. Those who had lesser numbers clubbed together and built one stone building among them.

As white stones were scarce in those warshy wastes, every boat that sought harbor in the Neva had to bring a certain number of white stones. Also every wagon that reached the city was forced to do likewise. In spite of disease and the high mortality among the men, in spite of the floods, which in the first year covered nearly the whole place, the work went on with remarkable rapidity. At one time, becoming aware of the dreadful mortality among his workers, Peter wrote to Governor-General Romanzofsyk to send him 2000 thieves and criminals who were to be sent to Siberia. Regardless of his high station in life and oblivious of the many dangers, Peter, mingling with the officials and prisoners, personally superintended the construction of the city that was to introduce Russia to western Europe.

St. Petersburg was the apple of Peter's eye. It was his "paradise," as he often called it in his letters. The rigorous manner with which he pursued the work caused considerable alarm among the Swedes and Finns. They scented danger. The quickly growing city with its ring of fortifications filled the natives with terror. When Charles XII, however, was informed of the foundation of the new city he nonchalantly remarked: "Let the czar tire himself with founding new towns; we will keep for ourselves the honor of taking them later."

In its infancy, true to Charles' comment, St. Petersburg was constantly menaced by the Swedes. On several occasions it was in great danger from their attacks, both by land and sea. In 1703 it was threatened from the side of Finland by Gen. Kronhofort, who [illegible] encamped with a large force, while Vice Admiral Nummers' ships lay at anchor at the mouth of the Neva. The severity of the climate for [illegible] Peter's rescue. Numbers [illegible] while Peter [illegible] against Gen. [illegible]

travels abroad had brought him to a full realization of the uncivilized state of his country. To Peter the founding of the city meant a window upon western Europe, through which the European culture might filter through upon Russia.

To the Russian enpire the founding of the new capital meant a new epoch in the history of its life. It meant shaking off Mongolian influence. A humorous incident is related of Peter's desire to change the habits and customs of the people. A legend has it that he ordered all the peasants to shave off their heavy whiskers and modernize their attire. The Russians, who were used to bushy beards, did not take kindly to the edict, but obeyed it. He forced his nobles to forsake their snug homes in Moscow and Novgorod and take up residence in St. Petersburg.

The hatred which the nobles felt for St. Petersburg may be illustrated by the comment of Princess Mary, a half-sister of Peter the Great:

"Petersburg will not endure after our time; may it remain a desert."

Regardless of the many obstacles the city was making wonderful progress. In 1714 Peter proclaimed the city the capital of Russia, and, as was the custom of European rulers, adopted the title of Emperor. At that time the city had nearly 40,000 large and small buildings. Four years later the government of the empire was transferred to St. Petersburg, while 24,000 laborers were sent from the interior of Russia to construct the administration buildings.

As the city assumed more definite proportions, and with the completion of the many churches and palaces, Peter turned his attention to internal reforms. He founded the Petersburg Gazette, the first public organ in the empire. He gathered about him his ignorant nobles, formed salons, and while wine and good cheer flowed in abundance tried to interest them in the affairs of western Europe.

Peculiar as it may seem, the Russian poets never called the city anything but Petrograd. Pushkin, Lermontov, Nekrassov and others always spoke of it by that name. It was Pushkin who, bemoaning the fate of the ancient capital, Moscow, wrote:

"Before the new capital, Petrograd, Moscow bows her head as an imperial widow bows before a young Czarina."

Today brilliant boulevards stretch themselves majestically along the dreary wastes of other years. Marble palaces and gilded churches have replaced the mud huts of fishermen and rear their glittering spires to the heavens proclaiming man's power over nature.